

29-0003a

George Bush in the cockpit of his TBM Avenger during World War II, ca. 1944



29-0004a

**George Bush being rescued by the submarine, the U.S.S. Finback,
after being shot down while on a bombing run of the Island of Chi
Chi Jima, 09/02/1944**



24-0006a

**U.S. Submarine War Patrol Report, USS FINBACK (SS-230), 10th
War Patrol, September 2, 1945., 09/02/1944**

**This war patrol report entry includes the rescue of George Bush
after the eventual president's aircraft was downed over the ocean
during World War II.**

DECLASSIFIED

U.S.S. FINBACK (SS230)

C-O-N-F-I-D-E-N-T-I-A-L

0720 Sighted 20 friendly planes over IWO JIMA.
 0820 Four F6F's overhead, reporting on station over us.
 Headed into island.
 0849 AA fire from island. Held position about 10 miles
 SE of reference point.
 0927 More AA fire from island.
 1020 One F6F dropped message fifty feet on starboard
 beam (which sank like a rock) and wagging his
 wings, headed for the island on course about 060°.
 Commenced following. Could hear nothing on 4475
 kcs. Tried to edge around to easterly course to
 clear southern tip of IWO JIMA but planes kept
 heading NE. Followed until at range of 4½ miles
 from island, Japs opened up. Two shots, on in
 range but off in deflection, landed 150 yards
 astern. So at
 1102 Dived, heading away from island.
 1221 Surfaced and our cover picked us up immediately.
 Received position of downed plane on 4475 kcs., so
 headed east with 9½ miles between us and the beach.
 Worked around to course 060° finally, when lookout
 picked up a sunfish on the horizon. Approached
 and picked up the following TBF crew at 1345:
 Ensign Thomas KEENE; File No. 298972, USNR; STOVALL,
 James T., 850 15 30, AOM3c, USNR; and DOHERTY, John
 R., 205 17 79, ARM3c, USNR.
 All from plane T-11 of VT-13, U.S.S. FRANKLIN.
 Plane had sunk, crew unharmed. Position 11½ miles
 bearing 114° from TOBIISHI BANA. Proceeded back
 to station, meanwhile observing one bombing run
 by our planes over the island. Told our air cover
 that we had retrieved crew of plane "T-11".
 1535 Air cover secured for the day, telling us that he
 knew of no other planes down.
 1600 Reversed course and headed for tomorrow's station.
 2300 Interference on SJ identified as distant SJ or SG,
 bearing east. Own position 15 miles east of KITA
 IWO JIMA. Interference present until 0500, and
 thought to be carrier task force.

2 September 1944.

0200 Strong odor of fuel oil lasting for 30 minutes.
 Nothing sighted or seen on radar.
 0624 Sighted planes. Picked up by SJ at 14 miles.

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U.S.S. FINBACK (SS230)

C-O-N-F-I-D-E-N-T-I-A-L

0645 Two F6F's overhead as escort. Headed east for island. Closed to 9 miles and maintained this position.

0933 Received word of plane down 9 miles NE of MINAMI JIMA. Started around southern end of CHICHI JIMA, maintaining minimum range of 7 1/2 miles to island.

1156 Picked up Lt.(jg) George H.W. BUSH, File No. 173464, USNR, pilot of plane T-3 of VT-51, U.S.S. SAN JACINTO, who stated that he failed to see his crew's parachutes and believed they had jumped when plane was still over CHICHI JIMA, or they had gone down with plane. Commenced search of area on chance they had jumped over water.

1236 Received word of rubber boat seen from air. Position given was in hills of HABA JIMA but started south anyway, asking for jigs, repetitions, and confirmations, until we heard one plane state he was circling over the boat. An unknown plane on the circuit was heard to mention a spot "west of HABA". This was at least as good as any dope we had, so headed for a position about 9 miles west of HABA JIMA. This seemed to make our cover feel better, although they tried to con us through the island a few times. Plane reported that the raft, about 1 1/2 miles from beach, was being shelled. Spirits of all hands went to 300 feet.

1505 Dived to 55 feet with planes in sight zooming a spot in water 1 mile WSW of MEGANE IWA.

1530 Sighted rubber boat.

1550 Roared by the rubber boat, backing full and still making 4 knots. We must have misjudged his mast-head height a bit. We twisted around and started stalking him.

1620 Pilot hooked on and we headed out away from beach. Tried to make two-thirds speed, but the pilot had one arm around the periscope and the other around the life raft with a bailing bucket bringing up the rear. Stopped to see if he would get in the boat. This took about 10 minutes, during which a discussion developed below concerning the precedence of simultaneous orders to blow, pump, and flood. Finally got way on towing pilot in his boat. Two-thirds speed filled the boat, and there he was in the water again. Finally came up to 38 feet to keep him out of the water until at range of 5 miles from beach, planed up and opened the hatch.

U.S.S. FINBACK (SS230)

DECLASSIFIED

C-O-N-F-I-D-E-N-T-I-A-L

Got on 4 engines and cleared area to westward. Pilot was Ensign James W. BECKMAN, File No. 301442, USNR, VF-20, U.S.S. ENTERPRISE, who stated that it was known that only one man had parachuted from BUSH's plane. This decided us to discontinue any further search of that area, particularly as our air cover had left. Changed course to 330°(T).

1855

3 September 1944.

0055 Plane Contact #25. SJ picked up plane at 6 miles, 60 miles WNW of CHICHI JIMA. Dived.
0159 Surfaced.
0800 Changed course to 070°(T), patrolling area NW of MUKO JIMA group.

4 September 1944.

0841 Sighted NELL bearing 040°(T), distance 7 miles. Dived and changed course to 090°(T), hoping that plane indicated some shipping.
1833 Surfaced.

5 September 1944.

0200 Changed course to 250°(T).
0845 Dived for submerged patrol.
1835 Surfaced.
1916 Ship Contact #2. Simultaneous sight and radar contact on ship bearing 060°(T), distance 16,000 yards. Slowed but was afraid to turn away as we were in a light sector. Waited until 1930 when range was 10,000 yards and tried to turn away. After completing the turn, we sighted a blinking blue light on the target. Went to radar depth and tracked.
1938 Target closed to 7200 yards and then turned away. SJ commenced to act up, reporting a pip at 2,070, 1,200, and 1,000 yards on bearing 194°(R), so made ready the stern tubes. As this did not coincide at all with target movements, thought it was a second ship, and with a report that the SJ was not operating properly, started deep.

24-0009a

**Action Report, U.S. Navy Torpedo Squadron 51 (VT-51), for
Actions Occurring September 1-2, 1944., 09/01/1944 - 09/02/1944**

This is the action report of the air squadron (VT-51) of George Bush covering his rescue on September 2, 1944. The eventual president was rescued after his TBM-1C aircraft was downed over the ocean.

AIRCRAFT ACTION REPORT

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

DECLASSIFIED
RESTRICTED
SECRET

X. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (By Own Aircraft Listed in II Only).

- (a) Location of Target(s) 4 Bldgs. (Radio Station) and 1 Tower, at 85.8-50.3 also radio station at 85.6-50.6 (b) Time Over Target(s) 0825 -9 0830 1600X
- (c) Weather and Clouds Over Target _____
- (d) Sun or Moon _____ (e) Visibility Good

XI. TARGETS, RESULTS OF ATTACK.

	(a) DESCRIPTION OF TARGET (List All Ships in Group, Whether or Not Individually Attacked)	(b) A/C ATTACKING	(d) BOMBS AND AMMUNITION EXPENDED, EACH TARGET	(e) ALTITUDE OF RELEASE	(f) HITS
		(c) SQUADRON			
1	4 Buildings (Radio) and tower at 85.8-50.3	2 VT-51	8-500# G.P.	4,500	See (G)
2	1 Large, 3 small bldgs. (Radio) at 85.6-50.6	2 VT-51	8-500# G.P.	4,000	See (G)
3					
4					
5					
6					
7					
8					

- (g) RESULTS: (FOR SHIP TARGETS DRAW DIAGRAM, TOP OR SIDE VIEW OR BOTH, AS APPROPRIATE, SHOWING TYPE AND LOCATION OF HITS. FOR ALL TARGETS GIVE LOCATION AND EFFECT OF HITS, WITH DIAGRAMS OR CHARTS WHERE DESIRABLE. DESCRIBE TARGETS FULLY IN (a), AND IN REPORTING DAMAGE OR DESTRUCTION, IDENTIFY BY NUMBERS AT LEFT, USE ADDITIONAL SHEETS IF NECESSARY).

- Eight direct hits on target by Lt. Comdr. Melvin, USNR and Lt.(jg) D. W. West, USNR destroyed tower and badly damaged or destroyed buildings.
- Radio station damaged (See XII for narrative) by bombs dropped by Lt.(jg) G.H.W. Bush, USNR and Ens. M. G. Moore, USNR. Extent of damage unobserved.

- (h) Were Photographs Taken? No Photographs of Damage, When Taken, Should Be Attached.

AIRCRAFT ACTION REPORT

SECRET
DECLASSIFIED

XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left.
Use additional sheets if necessary).

ARMAMENT

Guns, Gunsights
Turrets
Ammunition
Bombs, Torpedoes
Bomb Sights
Bomb Releases

COMMUNICATIONS

Radio, Radar
Homing Devices
Visual Signals
Codes, Ciphers

RECOGNITION

IFF
Signals
Battle Lights
Procedures

PROTECTION

Armor, Points and Angles
of Fire Needing Further
Protection
Leak Proofing

EMERGENCY EQUIPMENT

Parachutes
Life Belts, Life Rafts
Safety Belts
Emergency Kits
Rations, First Aid

NAVIGATIONAL EQUIPMENT

Compasses
Driftsights
Octants
Automatic Pilots
Charts
Field Lighting

INSTRUMENTS

Flight
Power Plant

OXYGEN SYSTEM

**CAMOUFLAGE AND
DECEPTION DEVICES**

STRUCTURE

Airframe
Control Surfaces
Control System
Dive Flaps
Landing Gear
Heating System
Flight Characteristics
At Various Loadings

POWER PLANT

Engines
Engine Accessories
Propellers
Lubricating System
Starters
Exhaust Dampers

HYDRAULIC SYSTEM

ELECTRICAL SYSTEM

Auxiliary Plant
Lights

FUEL SYSTEM

FLIGHT CLOTHING

MAINTENANCE

BASE FACILITIES

Plane Servicing Equipment
Personnel Facilities

REPORT PREPARED BY:

SIGNATURE

LT. USNR

RANK AND DUTY

APPROVED BY:

D. J. MELVIN, Lt. Comdr., USNR

SIGNATURE

RANK AND DUTY

DATE

31

24-0003a

**Deck Log of USS FINBACK (SS-230), September 2, 1944.,
09/02/1944**

**This deck log entry notes the rescue of George Bush by the USS
FINBACK after the eventual president's aircraft was downed over
the ocean during World War II.**

LOG OF THE UNITED STATES SHIP

FINBACK

SS230

(Name)

(Identification Number)

AT
PASSAGE

TO

Saturday 2 September, 1944

(Day) (Date) (Month)

ZONE DESCRIPTION Minus 10

R. R. WILLIAMS

Lt. Cdr., U. S. Navy, Commanding.

Hour	"ALL SHIP" AVERAGE REVOLU- TIONS	BY REVS.		BY LOG		Course (P. C.) <div>Gyro Mag. (Indicate which)</div>	WIND		BAROMETER		TEMPERATURE			Weather, by Symbols	CLOUDS			Visibility	SEA	
		NAUTICAL MILES	TENTHS	NAUTICAL MILES	TENTHS		Direction	Force	Height in Inches	Reading at Ther.	Air, Dry Bulb	Air, Wet Bulb	Water at Surface		Form	Moving From—	Amount		Condition	Swells From—
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
A. M.																				
1	207.1					000	040	4	29.70	86				1	Cu	040	9	9	1	040
2	206.7					000	040	4	29.70	86				1	CuSt	040	9	9	1	040
3	207.7					000	040	4	29.69	86				1	CuSt	040	9	9	1	040
4	207.8					000	040	4	29.69	86				1	Cu	040	8	7	2	040
5	229.0					000	020	6	29.68	85				1	Cu	040	1	7	2	040
6	209.6					000	020	6	29.70	86				1	Cu	040	4	8	2	040
7	209.9					060	020	6	29.70	86				1	Cu	030	4	8	2	040
8	210.4					090	020	7	29.66	86				1	Cu	030	9	9	2	020
9	212.7					270	020	7	29.66	86				1	Cu	030	9	9	2	020
10	233.6					135	020	7	29.66	86				1	Cu	030	9	9	2	020
11	267.0					050	020	7	29.66	86				1	Cu	030	9	9	2	020
12	236.0					020	020	7	29.66	86				1	Cu	030	9	9	2	020

Latitude 27°02'25"N		Longitude 142°00'00"E		Received		Expended 3980		On hand 66,110		DRILLS AND EXERCISES			
Latitude 27°07'15"N		Longitude 142°18'30"E		Distilled 450		Received		Expended 400					
Latitude 26°52'30"N		Longitude 141°28'00"E		On hand 8,025		Before Leaving Port		Draft for'd		Morning		Afternoon	
Latitude 26°52'30"N		Longitude 141°28'00"E		On hand 8,025		Draft aft.		Draft aft.					
Set		Drift		Error 0		After Entering Port		Draft for'd		MAGAZINE TEMPERATURES:		Condition Normal	
Set		Drift		Error 0		Draft aft.		Draft aft.					
Compass No.		S. H.		Error		Variation		Deviation		Maximum 85		Minimum 83	
Compass No.		S. H.		Error		Variation		Deviation					

P.M.	13	196.0			180	020	7	29.66	86					1	Cu	030	9	9	2	020
240	14	283.0			270	020	7	29.66	86					1	Cu	030	9	9	2	020
330	15	265.4			180	020	7	29.66	86					1	Cu	030	9	9	2	020
	16	91.3			Var.			SUBMERGED												
	17	14.2			Var.															
220	18	191.0			270	020	7	29.67	84					2	Cu	030	8	9	2	025
280	19	269.7			335	025	6	29.67	83					1	Cu	025	2	7	2	025
240	20	212.7			335	025	6	29.69	83					1	Cu	025	3	7	1	025
210	21	204.4			335	025	18	29.70	83					1	Cu	025	3	7	1	025
	22	127.1			335	045	6	29.70	85					2	As	045	9	6	1	045
120	23	141.0			335	045	6	29.70	85					2	As	045	9	6	1	045
160	24	142.2			335	025	6	29.70	85					1	StCu	025	7	7	1	025

SUBMERGED RUN DATA—SUBMARINES

	1	2	3	4	5
Run No. (Serial)	976				
Time to submerge					
Greatest depth	55				

UNITED STATES SHIP		FINBACK		Saturday 2 September 1944		
ZONE DESCRIPTION		REMARKS				
0 to 2	Underway on course 000°(T) making standard speed on two main engines.	<i>G. L. Redmond</i> G. L. REDMOND, Lieutenant, U.S. Naval Reserve.				
2 to 4	Underway as before.	<i>J. R. Peat</i> J. R. PEAT, Ensign, U.S. Navy.				
4 to 6	Underway as before.	<i>J. L. Lawrence</i> J. L. LAWRENCE, Lieutenant, U.S. Naval Reserve.				
6 to 9	Underway as before. 0800 changed course to 070°(T).	<i>H. D. Sprattlin</i> H. D. SPRATTLIN, Lieutenant Commander, U.S. Naval Reserve.				
9 to 12	Underway as before. Steering various courses and speeds on life guard station. 1156 rescued L. (Jg) George H. W. BUSH, File No. 173464, U.S. Naval Reserve, from rubber life boat.	<i>W. H. Parkman</i> W. H. PARKMAN, Ensign, U.S. Naval Reserve.				
12 to 15	Underway as before.	<i>G. L. Redmond</i> G. L. REDMOND, Lieutenant, U.S. Naval Reserve.				
15 to 18	Underway as before. 1504 changed course to 110°(T). 1505 changed course to 0950(T) and submerged. 1530 sighted downed aviator in life boat. Made approach on boat and took boat in two with periscope. 1651 changed course to 270°(T). 1717 surfaced with four main engines on the line. Took aboard Ensign James W. BECKMAN, File No. 301442, U.S. Naval Reserve. 1723 changed course to 250°(T), commencing constant helm. 1740 changed course to 270°(T).	<i>J. R. Peat</i> J. R. PEAT, Ensign, U.S. Navy.				
18 to 20	Underway as before. 1855 changed course to 335°(T) and changed to two engine speed.	<i>J. L. Lawrence</i> J. L. LAWRENCE, Lieutenant, U.S. Naval Reserve.				
20 to 22	Underway as before. 2015 investigating possible radar contact, various courses and speeds. 2031 resumed two engine speed on base course 335°(T). 2126 slowed to two-thirds speed.	<i>L. H. North, Jr.</i> L. H. NORTH, Jr., Lieutenant, U.S. Navy.				
22 to 24	Underway as before.	<i>W. H. Parkman</i> W. H. PARKMAN, Ensign, U.S. Naval Reserve.				

Approved:	Examined:
<i>R. R. Williams</i> R. R. WILLIAMS, Lt. Comdr., USN, Commanding.	<i>H. D. Sprattlin</i> H. D. SPRATTLIN, Lt. Comdr., U. S. N., Navigator.

24-0001a

**Deck Log of USS SAN JACINTO (CVL-30), September 2, 1944.,
09/02/1944**

This deck log entry notes that George Bush was taken aboard the USS SAN JACINTO. It relates to the rescue of the eventual president after his aircraft was downed over the ocean during World War II.

UNITED STATES SHIP SAN JACINTOSATURDAY 2 SEPTEMBER 1944
(Day) (Date) (Month)

0-4 Steaming as before on base course 270°T and pgc, zigzagging according to plan #6, speed 18 knots, 183 R.P.M., standard speed 15 knots. In company with T.G. 38.4, SAN JACINTO designated as formation guide, steering in the vicinity of the Bonin Islands. Task Group in formation 5 Roger with fleet axis on 060°T and pgc. Boilers #1 and #3 and generators #1 and #3 in use. Ship in Material Condition Baker and readiness condition #23. 0000 Ceased zigzagging and steadied on base course 0003, C/C to 250°T and pgc. 0013 Resumed zigzagging according to plan #6. 0256 Blew tubes on Boilers #1 and #3. 0303 Lighted off Boilers #2 and #4. 0355 Cut in Boilers #2 and #4.

Harlow O. Panhorst
HARLOW O. PANHORST
Lieut. Comdr., U.S.N.R.

4-8 Steaming as before. 0420 Ceased zigzagging, steadied on course 270°T. 0425 Changed course to 050°T, speed to 24 knots, 244 R.P.M., for flight operations. 0427 Sounded General Quarters. 0430-0556 Launched 18 VF and 4 VT aircraft. 0448 F6F plane #12 (Bu No. 41359), piloted by Lt. J.R. MARTELLE, USNR, crashed into sea after developing engine trouble shortly after launching. Position Latitude 26°02' N, Longitude 141°33' 30"E. 0458 Pilot Lt. J. R. MARTELLE, USNR, rescued uninjured by U.S.S. McCALL (DD400). 0500 Task Unit 38.4.2 departed from formation for bombardment assignment. 0502 Changed course to 160°T, speed to 18 knots, 180 R.P.M. 0505 Changed speed to 15 knots, 150 R.P.M. 0507 Commenced zigzagging according to plan #6 on base course 160°T. 0514 Secured from General Quarters, set condition 23. 0520 Changed speed to 18 knots, 180 R.P.M. 0608 Ceased zigzagging, steadied on course 140°T. 0612 Changed course to 045°T. 0621 Commenced zigzagging on base course 045°T. 0631 ceased zigzagging, steadied on course 040°T. 0632 Kita Iwo Jima Island sighted bearing 220°T, distance 34 miles. 0636 Changed speed to 23 knots, 234 R.P.M. 0637 Changed course to 060°T. 0645 Sounded flight quarters. 0649 Changed course to 250°T, speed to 18 knots, 180 R.P.M. 0700 Mustered crew on stations. No absentees. 0712 Changed course to 060°T, speed to 22 knots, 222 R.P.M., for flight operations. 0716-0722 Launched 4 VT and 4 VF aircraft. 0723-1728 Recovered 4 VT and 3 VF aircraft. 0729 While attempting to land, F6F #22 (Bu No. 42535), piloted by Lt. (jg), JULIAN MURPHY, crashed on deck at #8 sponson. No injuries to personnel. Heavy damage to plane, #8 gun mount and rails along catwalk. 0730 Changed speed to 18 knots, 180 R.P.M. 0740 Changed course to 050°T. 0750 F6F #22 jettisoned to clear deck for further operations (position Lat. 25°54' N, Long. 141°52' E). 0752 Changed speed to 19 knots, 192 R.P.M. 0752-0754 Launched 3 VF aircraft. 0754-0802 Recovered 12 VF aircraft.

Joseph L. Shapiro
JOSEPH L. SHAPIRO
Lieut. Comdr., U.S.N.R.

8-12 Steaming as before. 0803 C/S to 23 knots, 234 R.P.M. 0813 Launched 1 F6F. 0815 C/C to 190°T and pgc and C/S to 15 knots, 150 R.P.M. 0825 U.S.S. McCALL came alongside to return Lieut. J.R. MARTELLE. 0830 U.S.S. McCALL cast off. 0907 C/S to 23 knots, 234 R.P.M. 0915 C/C to 055°T and pgc. 0917-0921 Launched 4 F6F's. 0922 C/C to 240°T and pgc. 0943 C/C to 055°T and pgc. 0947-0953 Launched 4 TBM's and 8 F6F's. 0955-1003 Recovered 8 F6F's and 3 TBM's - one TBM Bu No. 46214, having crashed into sea 9 miles NE of the southern tip of Chichi Jima due to enemy anti-aircraft fire. Pilot, Lieut. (jg), G.H.W. BUSH, USNR, was rescued by submarine, but crew composed of Lt. (jg), W.G. WHITE, USNR and DELANEY, J.L., ARM2c, USN, are believed to be missing in action. 1005 Made daily inspection of magazines and smokeless powder samples - conditions normal. 1010 C/S to 21 knots, 214 R.P.M. 1040 C/C to 190°T and pgc. 1107 C/C to 210°T and pgc. 1141 C/C to 050°T and pgc and C/S to 22 knots, 224 R.P.M. 1149 C/C to 215°T and pgc.

H. L. Blum
H. L. BLUM
Lieut., U.S.N.R.

12-16 Steaming as before. 1211 Changed course to 045°T. 1214-1220 Launched 3 VT and 7 VF. 1218 Let fires die under Boilers #2 and #4. 1222-1230 Recovered 4 VT and 8 VF. 1224 Secured Boilers #2 and #4. 1230 Changed speed to 20 knots. 1238-1241 Recovered 4 VF. 1253 Launched 1 VF. 1304 Changed course to 150°T. 1313 Set condition 13. 1347 Flight quarters. 1406 Changed course to 050°T, changed speed to 22 knots. 1408-1414 Launched 10 VF. 1416-1416 Recovered 3 VT and 8 VF. 1435 Launched 2 VF. 1453 Changed course to 210°T, changed speed to 18 knots. 1456 Set condition 13. 1502 Commenced zigzagging in accordance with plan #6 on base course 210°T. 1555 Ceased zigzag, steadied on course 230°T.

F. Feuille
F. FEUILLE
Lieut., U.S.N.R.

16-18 Steaming as before. 1602 Changed course to 050°T and pgc, changed speed to 22 knots, 224 R.P.M. 1632 Changed course to 230°T and pgc. 1645 Sounded flight quarters. 1652 Changed speed to 15 knots, 153 R.P.M. 1727 Changed course to 055°T and pgc, changed speed to 22 knots, 224 R.P.M. 1730-1739 Recovered 12 F6F's. 1745 Changed course to 175°T and pgc, changed speed to 20 knots, 203 R.P.M. 1749 Sounded General Quarters.

K. N. Joy
K. N. JOY
Lieut., U.S.N.R.

APPROVED:

EXAMINED:

H. M. Martin
H. M. MARTIN

U. S. N.

COMMANDING.

G. M. Witmer
G. M. WITMER

U. S. N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 571992

UNITED STATES SHIP SAN JACINTOSATURDAY 2 SEPTEMBER, 1944
(Day) (Date) (Month)

18-20 Steaming as before on base course 175°T and pgc, speed 20 knots, 203 R.P.M. Commenced zigzagging according to plan #6. 1832 Secured from General Quarters; set condition #23. 1855 Blew tubes on Boilers #1 and #3.

Harlow O. Panhorst
HARLOW O. PANHORST
Lieut. Comdr., U.S.N.R.

20-24 Steaming as before.

Joseph L. Shapiro
JOSEPH L. SHAPIRO
Lieut. Comdr., U.S.N.R.

APPROVED:

EXAMINED:

H. M. Martin
H. M. MARTIN

U. S. N.

COMMANDING.

G. M. Winne
G. M. WINNE

U. S. N.

NAVIGATOR

24-0005a

World War II Casualty List by Aircraft Type, TBM1C, September 2, 1944., 09/02/1944 - 09/15/1944

This casualty list notes the loss of the TBM-1C aircraft of eventual president George Bush over the ocean on September 2, 1944

SEPTEMBER 1944

2	TBM-1C	46214	VT-51	USS SAN JACINTO	Chichi Jima	CenPac	Lt. (jg) G. H. W. Bush	M	1 1 C	9/30
2	TBM-1C	16928	VT-51	USS SAN JACINTO	Chichi Jima	CenPac			7 4 V	9/30
3	TBM-1	24825	VC-86	USS LUNGA PT.		CenPac	Ens. S. R. O'Neil	S	3 5 Z	10/31
3	TBM-1C	25843	VC-15	USS CROATAN		NorLant	Ens. Theodore L. Pertuit	S	3 5 J	10/31
4	TBM-1C	45548			Guadalcanal Pool	SoPac			3 5 L	9/30
4	TBM-1C	25210	VT-100	USS MANILA BAY		CenPac	Ens. M. C. Zwirbla		3 5 N	10/31
4	TBM-1D	45903	VC-13	USS CORE		NorLant	Ens. Tom Smith	S	2 5 J	10/31
4	TBM-1C	25156	CASU-30		Majuro	CenPac			3 5 J	12/31
6	TBM-1C	46279	VC-36			NorLant		S	3 5 J	10/31
7	TBM-1C	73371	VT-80	USS TICONDEROGA		SoEPac	Lt. Wm. J. Garrett	S	3 5 N	12/31
8	TBM-1C	16923	VT-18	USS INTREPID	Philippines	SoWesPac	Lt. John J. Savage	M	1 2 G	9/30
8	TBM-1C	46236	VT-18	USS INTREPID	Philippines	SoWesPac	Lt. G. B. Riley	S	1 1 C	9/30
8	TBM-1C	16836	VT-16	USS ESSEX		CenPac	Lt. (jg) W. E. Harper	S	1 1 C	9/30
8	TBM-1C	73249	VT-15	USS ESSEX		CenPac	Lt. C. D. Webb		1 1 C	9/30
9	TBM-1C	16897	VT-27	USS PRINCETON	Mindanao	SoWesPac			1 5 J	9/30
10	TBM-1C	45904	VC-21	USS MARCUS ISLAND		CenPac		S	1 5 J	9/30
10	TBM-1C	16927	VT-21	USS BELLEAU WOOD		SoWesPac	Ens. James Everett	D	1 5 J	9/30
10	TBM-1	17018	VT-20	USS ENTERPRISE	Palau	CenPac	Lt. J. Ross Mancion <i>MANOWAN</i>	M	1 1 C	12/31
10	TBM-1C	45947	VT-27	USS PRINCETON	SoWesPac	SoWesPac	Ens. W. J. Burgess	D	1 5 N	9/30
10	TBM-1C	46344	VT-32	USS LANGLEY		CenPac	Lt. (jg) Wm. H. Stirling	S	2 5 J	9/30
11	TBM	45461	VT-51	USS SAN JACINTO		CenPac		S	1 5 N	9/30
12	TBF-1C	46193	VT-2	USS HORNET	Cebu	SoWesPac	Ens. Richards	S	1 1 A	9/30
12	TBM-1	46074	VT-13	USS FRANKLIN	Palau	CenPac			7 3 E	9/30
12	TBM-1C	16900	VT-19	USS LEXINGTON	Philippines	SoWesPac	Lt. (jg) R. H. H. Goforth	D	1 1 C	9/30
12	TBM-1C	45785	VT-8	USS BUNKER HILL	Administrative Handling	SoWesPac			1 5 J	9/30
12	TBM-1C	16846	VT-16	USS ESSEX	Classification changed	CenPac	Ens. Thos. L. Maxwell	M	1 1 C	9/30
12	TBF-1C	73439	VT-2	USS HORNET	from Cebu	SoWesPac	Ens. Gorder	S	1 5 Z	
12	TBM-1C	73167	VT-13	USS FRANKLIN		CenPac			7 5 E	9/30
13	TBM-1C	45814	VT-14	USS WASP	Visayas	SoWesPac	Lt. G. C. Kellogg	M	1 1 C	9/30
13	TBM-1C	45367	VT-14	USS WASP		SoWesPac		S	1 5 N	9/30
13	TBM-1C	25715	VT-18	USS INTREPID	Lon Negron	SoWesPac	Ens. Kanial Laner	M	1 1 C	9/30
13	TBM-1C	25261	VT-8	USS BUNKER HILL	UNCLASSIFIED	SoWesPac	Lt. (jg) E. F. Franze	S	1 5 J	9/30
13	TBM-1C	73889	VT-19	USS LEXINGTON	Philippines	SoWesPac	Lt. (jg) John N. McDonald	S	1 2 G	9/30
13	TBM-1C	45632	VC-75	USS OMMANSEY BAY	Palau	CenPac	Lt. (jg) J. R. Sprague	S	2 5 J	9/30
13	TBM-1	16915	VT-13	USS FRANKLIN		CenPac		S	1 5 J	9/30
13	TBM-1	16956	VT-20		Peleliu	CenPac	Ens. D. E. Baxter	M	1 1 C	12/30
13	TBM-1C	45629	VT-22	USS COMPENS		CenPac	Lt. Paul P. Reeder		1 1 C	9/30
13	TBM-1C	73255	VC-82						3 5 Z	12/30
14	TBM-1C	45636	VC-14	USS HOGGETT DAY	Peleliu	CenPac			75 E	9/30
15	TBM-1C	45676	VT-51	USS SAN JACINTO	Palau	CenPac	Lt. (jg) P. H. Waters	D	1 1 C	9/30
15	TBF-1D	24277	VC-42	USS BOGUE		NorLant	Lt. F. B. Underonan	S	3 5 J	10/31